



 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX04LA269		Aircraft Registration Number: N16TN	
		Occurrence Date: 07/16/2004		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place San Jose	State CA	Zip Code 95148	Local Time 1658	Time Zone PDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Newell		Model/Series RV-6A		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 16, 2004, at 1658 Pacific daylight time, an experimental amateur-built Newell RV-6A airplane, N16TN, overran the runway and impacted a perimeter fence during a precautionary landing at the Reid Hillview Airport of Santa Clara County (RHV), San Jose, California. The airplane was registered to, and operated by, the pilot under the provisions of 14 CFR Part 91 as a personal flight. The private pilot and passenger were not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed and a flight plan was not filed for the cross-country flight. The flight originated from San Luis Obispo, California, approximately one hour prior to the accident, and was destined for Hayward, California.</p> <p>During a telephone interview conducted by the National Transportation Safety Board investigator-in-charge, the pilot said the airplane was in cruise flight over RHV when he noticed the oil pressure gauge was reading low and was getting lower. He monitored the oil temperature gauge and noticed it was indicating a higher than normal temperature. The pilot concluded he was losing, or had lost, engine oil, and elected to declare an emergency and conduct a precautionary landing at RHV. During landing, the pilot said he "landed long," and could not stop the airplane prior to overrunning the end of runway 31R (3,101 feet long). The airplane impacted an airport perimeter fence and came to rest upright.</p> <p>The pilot reported the airplane sustained structural damage to the wings, along with damage to the nose landing gear and the propeller. He examined the engine following the accident and noticed the oil line (from the oil cooler to the engine) had a "big leak." The pilot reported the engine's previous performance was "excellent," and he did not notice any abnormal oil consumption rates. The airplane was stored in a hangar and he never noticed any oil on the hangar floor prior to the accident.</p> <p>According to the pilot, the airplane accumulated a total of 598.2 hours of flight time. The last inspection of the airplane was conducted on May 13, 2004, 16.6 hours prior to the accident.</p> <p>In the Pilot/Operator Aircraft Accident Report (NTSB form 6120.1/2), under the section titled, "How Could This Accident Have Been Prevented", the pilot indicated that the use of aircraft certified hoses could have helped prevent the failure of the oil line. The pilot noted that amateur-built airplanes do not require the use of FAA certified parts.</p>					
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Landing Facility/Approach Information						
Airport Name Reid Hill View Airport		Airport ID: RHV	Airport Elevation 133 Ft. MSL	Runway Used 31R	Runway Length 3101	Runway Width 75
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: Precautionary Landing						
Aircraft Information						
Aircraft Manufacturer Newell		Model/Series RV-6A		Serial Number 22305		
Airworthiness Certificate(s): Experimental (Special)						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? Yes		Number of Seats: 2	Certified Max Gross Wt. 1650 LBS	Number of Engines: 1		
Engine Type: Reciprocating		Engine Manufacturer: Lycoming	Model/Series: O-360-A1D	Rated Power: 180 HP		
- Aircraft Inspection Information						
Type of Last Inspection Annual		Date of Last Inspection 05/2004	Time Since Last Inspection 16.6 Hours	Airframe Total Time 598.2 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner Richard E. Crowe		Street Address 3581 Star Ridge Road				
		City Hayward	State CA	Zip Code 94542		
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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First Pilot Information																																																																																								
Name				City		State	Date of Birth	Age																																																																																
On File				On File		On File	On File	70																																																																																
Sex: M	Seat Occupied: Left		Principal Profession: Unknown			Certificate Number: On File																																																																																		
Certificate(s): Private																																																																																								
Airplane Rating(s): Single-engine Land																																																																																								
Rotorcraft/Glider/LTA: None																																																																																								
Instrument Rating(s): Airplane																																																																																								
Instructor Rating(s): None																																																																																								
Type Rating/Endorsement for Accident/Incident Aircraft? Yes					Current Biennial Flight Review? 04/2004																																																																																			
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.				Date of Last Medical Exam: 11/2003																																																																																		
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>1706</td> <td>79</td> <td>1706</td> <td></td> <td>49</td> <td>43</td> <td>200</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>1548</td> <td>79</td> <td>1548</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>20</td> <td>20</td> <td>20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>6</td> <td>6</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>1</td> <td>1</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>										- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	1706	79	1706		49	43	200				Pilot In Command(PIC)	1548	79	1548								Instructor											Last 90 Days	20	20	20								Last 30 Days	6	6	6								Last 24 Hours	1	1	1							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No			Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																								
Type of Flight Plan Filed: None																																																																																								
Departure Point		State			Airport Identifier		Departure Time		Time Zone																																																																															
San Luis Obispo		CA			RHV		1550		PDT																																																																															
Destination		State			Airport Identifier																																																																																			
Hayward		CA			HWD																																																																																			
Type of Clearance: VFR																																																																																								
Type of Airspace: Class D																																																																																								
Weather Information																																																																																								
Source of Briefing: Unknown																																																																																								
Method of Briefing: Unknown																																																																																								

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
RHV	1658	PDT	133 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Day
Lowest Ceiling: Broken			15000 Ft. AGL	Visibility: 25 SM	Altimeter: 29.91 "Hg
Temperature: 28 °C	Dew Point: 8 °C	Wind Direction: 310		Density Altitude: Ft.	
Wind Speed: 12	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2
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Administrative Information

Investigator-In-Charge (IIC)

Nicole L. Charnon

Additional Persons Participating in This Accident/Incident Investigation: